Sanitized Copy Approved for Release 2011/06/29: CIA-RDP80-00809A000600200017-2

DENTRAL INTELLIGENCE AGENCY

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REPORT

DATE DISTR. 17 May 1948

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COUNTRY SUBJECT

Motor Transport; Classification of Automobile Roads

NO. OF PAGES

USSE

DATE OF LAPORMATION

1947

SUPPLEMENT TO REPORT NO.

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SOURCE

Russian periodical, Stroitel'stwo Dorog, Vol X, No 8, September-October 1947. (FDB Per Abs 10G50 — Translation specifically requested.)

## NEW STANDARD FOR THE ENGINEERING CLASSIFICATION OF AUTOMOBILE ROADS

The All-Union Committee of Standards of the Soviet of Ministers of the USSR on 22 March 1947 confirmed the State All-Union Standard No 3572-47, Engineering Classification of Automobile Roads."

The confirmation of this standard concluded the lengthy work on the preparation of the engineering classification of automobile roads, which had been begun even before the war under the direction of the late V. A. Gayduk.

The plan for the standard was discussed at numerous meetings in the DORNII Readways Scientific Research Institute, the Scyuzdorproyekt All-Union Readways Planning?, and with the chief engineer of the Main Administration of Highways of the Ministry of Internal Affairs of the USSR.

Discussions of this plan were published in the journal Stroitel'stvo Dorog during 1945-46 in articles by V A. Gayduk, V. K. Nekrasov, T. V. Pusheshnikova, N. F. Krapivin, and others.

In the final stage of the discussion of the standard at the beginning of March of this year, All-Union Loadways Flanning called a general conference in which chairmen of the various roadways planning organizations took part. Participating in the conference were representatives of Rosdorproyekt [Republic Foadways Planning?], systems of the Clavdorupr [Main
Administration of Roadways?] of the Soviet of Ministers of the RSFSR,
Prombraneproyekt [Industrial Transport Planning?] of the Ministry of the
Generation of Resay Industry Enterprises, Dorbransportproyekt [Road
Transport Planning?] of the Ministry of Communal Response Plannings. Trensport Flanning? of the Ministry of Communel Economy, Giprotowskast [Inciltate for Flanning Non-ferrous Metallurgical Unterprises], Aztik-proyekt [Artic Flanning?] of the Main Administration of the Northern Sea houte, and many others, as well as representatives of the Staff of the Rear Services of the Armed Forces and the Moscow Automobile Spadways Institute. - 1 -

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This conference resulted in certain valuable corrections which were taken into consideration in the final editing of the text of the standard.

The fundamental distinguishing characteristics of the classification of sutomobile roads as confirmed by the All-Union Committee of Standards on 22 March 1947 are as follows:

- The standard applies only to newly constructed roads, i.e., it is not applicable to existing reconstructed roads.
- The choice of class of roads depends upon the conditions under which the roso is to be used and upon the contour of the locale.
- 3. In accordance with the standard, all automobile reads are divided into five classes.
- 4. In relagating a road to one class or another, both rated speed and planned intensity of traffic are to be considered.
- 5. The standard, for the first time, establishes for general usage the clear and compulsory classification of road surfaces which stall into the four following categories:
  - a. Improved types of surfacing
  - b. Improved light-duty
  - c. Intermediate
  - d. Inferior type of surfacing

The confirmation of the All-Union standard is the first step toward the coordination of engineering policies existing within the various departments concerned with the construction of new automobile roads.

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